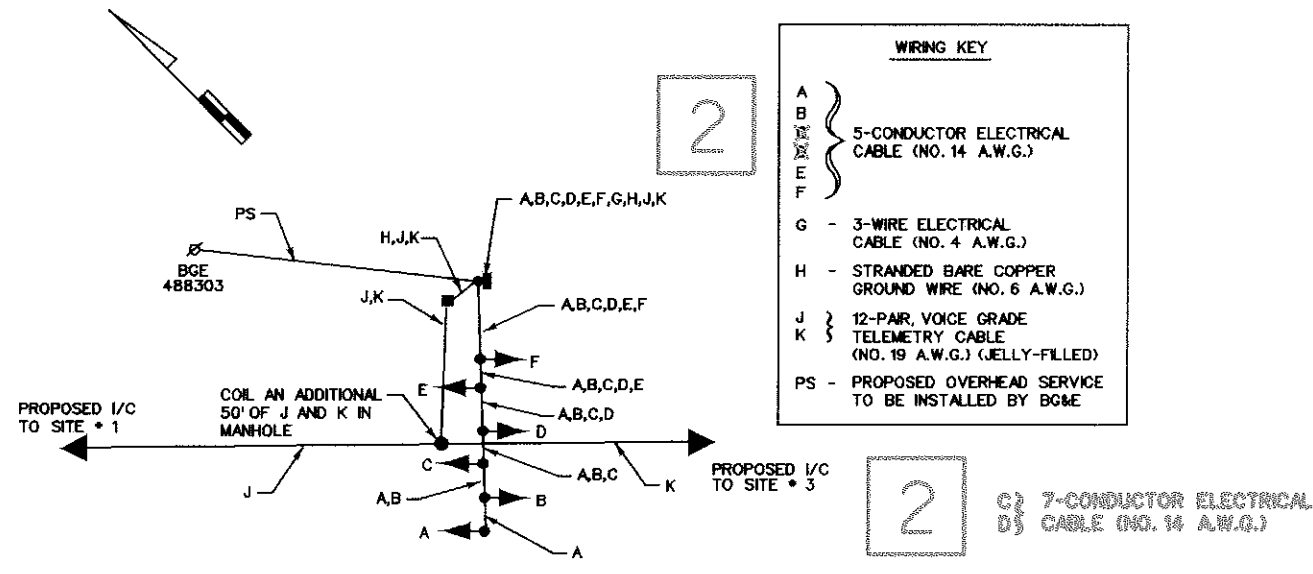
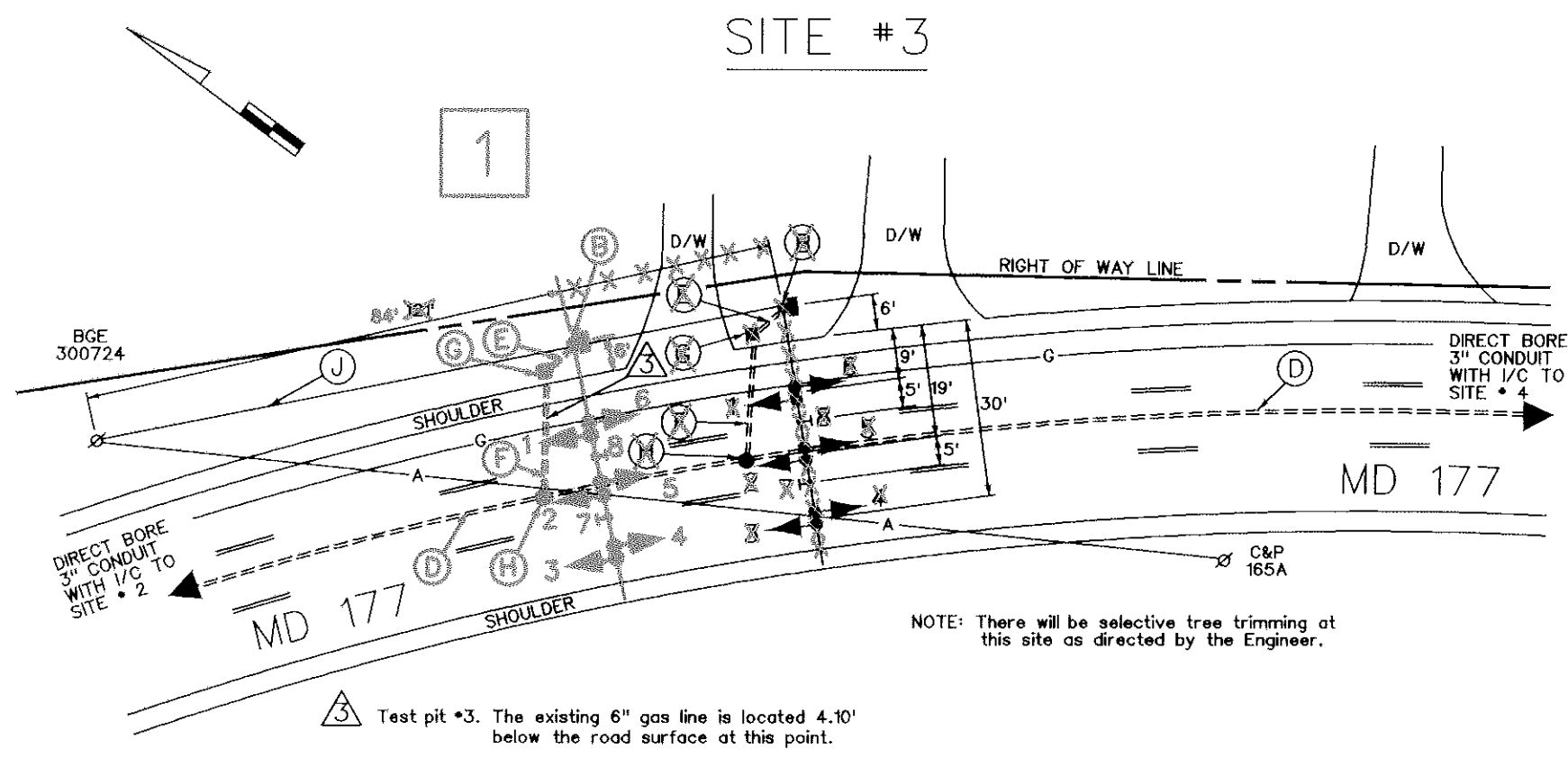


SITE #2 WIRING DIAGRAM

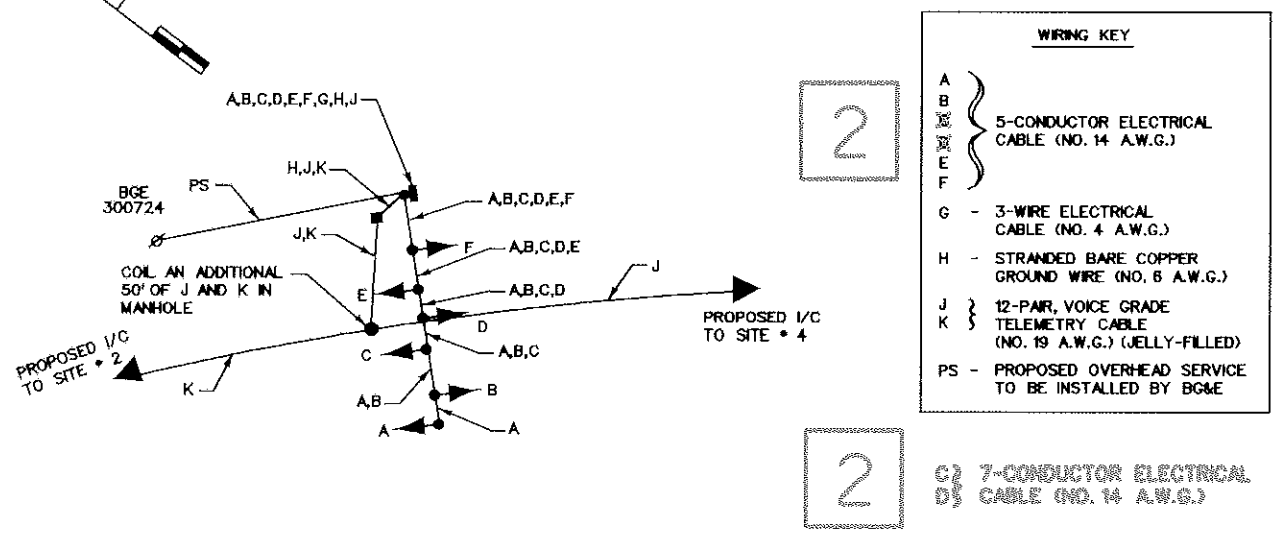


FIBER-OPTIC SIGNAL DISPLAY CHART

	1	2	3	4	5	6
OFF PEAK 7:00 PM TO 6:30 AM	(RED)	(TWO-WAY LEFT)	(GREEN)	(RED)	(TWO-WAY LEFT)	(GREEN)
A.M. OFF PEAK CHANGE	(RED)	(SOLID YELLOW)	(GREEN)	(RED)	(TWO-WAY LEFT)	(GREEN)
A.M. OFF PEAK RED CLEAR	(RED)	(RED)	(GREEN)	(RED)	(TWO-WAY LEFT)	(GREEN)
AM PEAK 6:30 AM TO 9:00 AM	(RED)	(RED)	(GREEN)	(RED)	(GREEN)	(GREEN)
AM CHANGE	(RED)	(RED)	(GREEN)	(RED)	(TWO-WAY LEFT)	(GREEN)
OFF PEAK 9:00 AM TO 3:30 PM	(RED)	(TWO-WAY LEFT)	(GREEN)	(RED)	(TWO-WAY LEFT)	(GREEN)
P.M. OFF PEAK CHANGE	(RED)	(TWO-WAY LEFT)	(GREEN)	(RED)	(SOLID YELLOW)	(GREEN)
P.M. OFF PEAK CHANGE RED CLEAR	(RED)	(TWO-WAY LEFT)	(GREEN)	(RED)	(RED)	(GREEN)
PM PEAK 3:30 PM TO 7:00 PM	(RED)	(GREEN)	(GREEN)	(RED)	(RED)	(GREEN)
PM CHANGE	(RED)	(TWO-WAY LEFT)	(GREEN)	(RED)	(RED)	(GREEN)



SITE #3 WIRING DIAGRAM



FIBER-OPTIC SIGNAL DISPLAY CHART

	1	2	3	4	5	6
OFF PEAK 7:00 PM TO 6:30 AM	(RED)	(TWO-WAY LEFT)	(GREEN)	(RED)	(TWO-WAY LEFT)	(GREEN)
A.M. OFF PEAK CHANGE	(RED)	(SOLID YELLOW)	(GREEN)	(RED)	(TWO-WAY LEFT)	(GREEN)
A.M. OFF PEAK RED CLEAR	(RED)	(RED)	(GREEN)	(RED)	(TWO-WAY LEFT)	(GREEN)
AM PEAK 6:30 AM TO 9:00 AM	(RED)	(RED)	(GREEN)	(RED)	(GREEN)	(GREEN)
AM CHANGE	(RED)	(RED)	(GREEN)	(RED)	(TWO-WAY LEFT)	(GREEN)
OFF PEAK 9:00 AM TO 3:30 PM	(RED)	(TWO-WAY LEFT)	(GREEN)	(RED)	(TWO-WAY LEFT)	(GREEN)
P.M. OFF PEAK CHANGE	(RED)	(TWO-WAY LEFT)	(GREEN)	(RED)	(SOLID YELLOW)	(GREEN)
P.M. OFF PEAK CHANGE RED CLEAR	(RED)	(TWO-WAY LEFT)	(GREEN)	(RED)	(RED)	(GREEN)
PM PEAK 3:30 PM TO 7:00 PM	(RED)	(GREEN)	(GREEN)	(RED)	(RED)	(GREEN)
PM CHANGE	(RED)	(TWO-WAY LEFT)	(GREEN)	(RED)	(RED)	(GREEN)

PROPOSED SIGNS

7,8

OBEY LANE CONTROL SIGNALS

(48" x 36")

PROPOSED FIBER-OPTIC SIGNALS

1,4 (RED)

3,6 (GREEN)

2,5 (RED)

(YELLOW) (SOLID OR FLASH)

(GREEN)

2

2,5 (RED)

(YELLOW)

(TWO-WAY LEFT)

(GREEN)

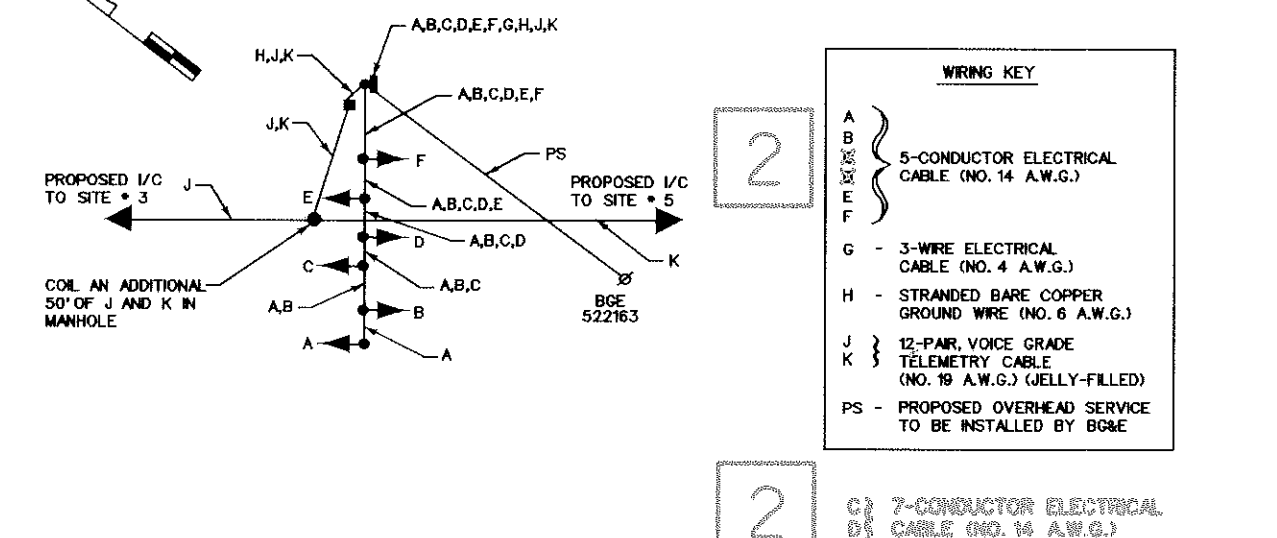
SITE #4

Test pit #4. The existing 6" gas line is located 3.99' below the road surface at this point.

NOTES:

- THE DEPTH OF THE DIRECT BORE BETWEEN SITES #4 AND #5 MUST BE 48".
- THERE WILL BE SELECTIVE TREE TRIMMING AT THIS SITE AS DIRECTED BY THE ENGINEER.
- RIGHT-OF-WAY LINE IS AT THE ROAD EDGE.

SITE #4 WIRING DIAGRAM



FIBER-OPTIC SIGNAL DISPLAY CHART

	1	2	3	4	5	6
OFF PEAK 7:00 PM TO 6:30 AM	(RED)	(TWO-WAY LEFT)	(GREEN)	(RED)	(TWO-WAY LEFT)	(GREEN)
A.M. OFF PEAK CHANGE	(RED)	(SOLID YELLOW)	(GREEN)	(RED)	(TWO-WAY LEFT)	(GREEN)
A.M. OFF PEAK RED CLEAR	(RED)	(RED)	(GREEN)	(RED)	(TWO-WAY LEFT)	(GREEN)
AM PEAK 6:30 AM TO 9:00 AM	(RED)	(RED)	(GREEN)	(RED)	(GREEN)	(GREEN)
AM CHANGE	(RED)	(RED)	(GREEN)	(RED)	(TWO-WAY LEFT)	(GREEN)
OFF PEAK 9:00 AM TO 3:30 PM	(RED)	(TWO-WAY LEFT)	(GREEN)	(RED)	(TWO-WAY LEFT)	(GREEN)
P.M. OFF PEAK CHANGE	(RED)	(TWO-WAY LEFT)	(GREEN)	(RED)	(SOLID YELLOW)	(GREEN)
P.M. OFF PEAK CHANGE RED CLEAR	(RED)	(TWO-WAY LEFT)	(GREEN)	(RED)	(RED)	(GREEN)
PM PEAK 3:30 PM TO 7:00 PM	(RED)	(GREEN)	(GREEN)	(RED)	(RED)	(GREEN)
PM CHANGE	(RED)	(TWO-WAY LEFT)	(GREEN)	(RED)	(RED)	(GREEN)

CONSTRUCTION DETAILS

- A. Install 21' steel pole with a 50' mast arm, pole mounted cabinet and controller, traffic signals, signs and control & distribution for Type P-7. (Note: 1-3" 90° polyvinylchloride bend).
- B. Install 21' steel pole with a 44' mast arm, pole mounted cabinet and controller, traffic signals, signs and control & distribution for Type P-7. (Note: 1-3" 90° polyvinylchloride bend).
- C. Install 21' steel pole with a 60' mast arm, pole mounted cabinet and controller, traffic signals, signs and control & distribution for Type P-7. (Note: 1-3" 90° polyvinylchloride bend).
- D. Install 3" polyvinylchloride electrical conduit (Schedule-80) (direct bored).
- E. Install 3" polyvinylchloride electrical conduit (Schedule-80) (trenched).
- F. Install 3" polyvinylchloride electrical conduit (Schedule-80) (slotted).
- G. Install handhole as shown.
- H. Install manhole as shown.
- J. Overhead electrical service to be installed by BGE as shown.
- K. Use existing handhole.
- L. Use existing conduit.

STREET TRAFFIC STUDIES, LTD.

Gateway International
1302 Concordia Drive, Suite 104
Urbain, Maryland 21090
Ph (410) 859-3553
Fax (410) 859-3579

REVISIONS	APPROVALS
REDLINE REVISION #1 3-30-99	
REDLINE REVISION #2 6-99	ASST. CHIEF TDD SECTION
	ASST. DISTRICT ENGINEER, TRAFFIC
	CHEF, TRAFFIC ENGINEERING DESIGN DIVISION
	DIRECTOR, TRAFFIC & SAFETY

MARYLAND DOT - STATE HIGHWAY ADMINISTRATION
Office of Traffic & Safety
TRAFFIC ENGINEERING DESIGN DIVISION
MD 177 REVERSIBLE LANE SYSTEM
SITE DETAILS

DRAWN BY: W J NIES	COUNTY: ANNE ARUNDEL	TS NO.	SHEET NO. 7 OF 17
CHECK BY:	LOG MILE:	T.I.M.S. NO.	
DATE: 10-21-98	F.A.P. NO.		
SCALE: 1"= 30'	S.H.A. NO.		